According to the information we have received from an mathentic source, some time after the Russian Admiral intimated his presence and objects at Nangasaki, two high officers arrived, and after entertaining him at a feast on shore, entered upon the objects of the visit in a friendly and even cordial manner. In substance, they stated very candidly that the Japanese government, seeing the earnest desire of foreign nations to hold intercourse with them, and their own people being anxious to trade, it had been resolved to open the commerce of Japan to all nations. In this spirit, all the ports of Japan might at once be considered as open to foreign vessels requiring to refit or take in supplies of wood and water; but, to avoid disturbances, the crews must not be allowed to land. This, however, is only confirming what for eigners have already enjoyed, without always fairly actinushedging. With regard to commercial intercourse, the Japanese officers stated, that after centuries of secturities of secturities of the sector of the

that on the Man resists on the London strains of the Desire of the survival of the Chain british capture of the Chain capture of the Chain british capture of the

the repeate and makes on the sease term as thousand the peat to all makes on the sease term as thousand the peat to all makes on the sease term as thousand the peat to all makes on the sease of the founds to make the sease of the found to make the sease of the sease of the found to make the sease of the

pation of provinces to the seizure of tables and chairs, and such other heavy goods as Sir G. H. Seymour could not easily carry away with him. Certainly this is bringing home to us the dangerous character of our neighborhood. Sometimes it is whispered in a theatre, "Take eare of your pockets." That is the condition of Europe just now. "There is a pickpocket among us." Sir G. H. Saymour has been hustled and robbed. The articles are indeed of very little value—more valuable to the owner than they could be to an Emperor; but when men are making war on the whole human race they no more care for the value of the booty than a sportsman does for the worth of the poor beasts, birds, or fishes he is so anxious to bag.

The promptitude of the operation shows, beyond a doubt, that the Emperor was prepared to act on the contingency. Such a man is never taken by surprise. He knows what to do with an unguarded house as well as with a falling empire. In mercantile phrase, the Minister's departure had already been discounted, and the Emperor enjoyed the property in anticipation. In this case there was nobody to consult, and, happily, no one to divide the spoils with. Nor, again, were there any embarrassing alternatives. The imperial house-breaker has not been under the painful necessity of laying down beforehand what he would not permit on the part of those whom he suspected of competition for the prise. He has been under no occasion to explain, "I will not permit the goods to be carried away. I will not permit the house to be sold; nor can I permit it to be occupied by a tenant. One thing only will I permit—viz., that I may take it and its contents for as long a term as I think proper." The Emperor has been permitted on this occasion to go through all these alternatives in the privacy of his own mind, and this "secret correspondence" of an imperial housebreaker will never see the light. But, on the other hand, there is no disguise. There could be no pretence of political nesessity, no fear of a dangerous neighbor. The Emperor

and of the interest of all against the ambition of a single one.

Galignami's Messenger of the same date mays:—The most remarkable part of this splendid pageant was not the appearance of the troops, however magnificent, but their bearing, and that of the multitude of spectators, towards the English. That our countrymen would be received with courtesy no one could dount, from the exquisite politeness and hospitality of the French. It was not, however, with mere politeness that they were greeted, but with marked and even affectionate cordiality. As the Duke of Cambridge passed along the lines, loud and constant cries of "Vive l'Angleterre l'ive le Prince Anglais!" were raised both by soldiers and people, in conjunction with the shouts of "Vive l'Empereur!" and during the fling off these cries were again repeated with marked enthusiasm by both. The bands, too, of most of the regiments, frequently played "God Save the Queen!" Amongst the pedestrians—that is to say, the lower and most numerous part of the spectators—the friendly feeling toward the English was in fact so great as to occasion surprise. "Which is the Prince?" "Which is Lord Raglan "'were the universal inquiries, whenever the imperial cortege passed near; and whenever any good natured fellow said, (with, by the way, as regarded the Pluke, a greater desire to oblige than, perhaps, his knowledge of English social distinctions warranted, "Voila, Lord Cambridge, le Prince Anglais—Cului-là a côte de l'Empereur!" or "Voila, Milord Raglan—celui-là a côte de l'Empereur!" or "voila, the remove a shout of "Vive le Prince! Vivent les Anglais" One would have said, really, t and of the interest of all against the ambition of a singl The Baltic and Black Sea Flects.
[From the Hampshire (Eng.) Advertiser.]
These two fleets being now the chief objects of interest
the service and the even of the nation, we give their

	to the service and the eyes of amount and force, which we co thentic sources:—	the na	from t	e give	st au-
	THE BLACK SI	SA FL	EET.		
9		Guns.	There	Cree	Horse-
1	Britannia, Captain Carter, flag		10100	Orew.	Potoca .
4	of Vice-Admiral of the Blue				
4	J. W. D. Dundas, C. B., Com-		Townson and	1,000	
1	mander in Chief	120	2,616	970	-
3	Trafalgar, Captain Greville	120	2,694	970	
	Queen, Captain Michell	116	3,083	970	
g	Agamemnon, Captain Symonds,				
1	flag of Rear Admiral of the White, Sir Edmund Lyons,				
4	Bart, G. C. B., K. C. H	91	3,074	820	600
1	Rodney, Captain Graham, C. B.	90	2,598	820	_
1	Albion, Captain Lushington	90	8,083	820	-
1	London, Captain Charles Eden.	90	2,591	820	-
1	Vengeance, Captain Lord Ed-				
1	ward Russell	84	2,284	750	
1	Bellerophon, Capt. Lord Geerge	78	2,056	650	William
4	Paulet	71	2,334	700	350
ł	Leander, Captain G. St. Vincent	•	2,00	•••	-
1	King	50	1.987	500	-
L	Arethusa, Captain Mends	50	2,130	500	-
t	Piamond, Captain Peel	28	1,054	260	-
ı	Retribution, Captain the Hon.		ALC: NO	13.20	
ß	J. R. Drummond	21	1,641	800	400
L	Sidon, Captain Goldsmith	22	1,328	800	560
6	Highflyer, Captain Moore	21	1,153	280	250
ŧ	Terrible, Captain McCleverty.	21	1,847	300	800
1	Modeste, Commander W. H.	18	562	175	-
ł	Stewart	16	1,220	220	400
ı	Furious, Capt. W. Loring	16	1,286	220	400
ł	Frolic, Commander Nolleth	16	511	120	-
ı	Wasp, Commander Lord John	TROOTE		CONTRACTOR OF	-
I	Hay	14	970	160	100
1	Niger, Commander Heath	14	1,013	170	400
1	Shearwater, Lieutenant Com-		040		100
1	mander Horton	8	343	54	160
1	Apollo (store), Master Com-	8	1,084	84	
ł	mander George Johnson Cyclops, Master Com. Roberts.	6	1,106	820	820
ı	Firebrand, Capt. Hyde Parker.	6	1,190	200	410
Į.	Sampson, Captain Jones	6	1,297	200	467
ł	Inflexible, Commander Pop-		-	200	
I	pleweil	6	1,124	160	878
1	Fury, Commander Tatham	6	1,123	515	160
I	Vesuvius, Commander Powell.	6	976	280	160
ł	Ardent, Lieutenant Gryllf	5	800	65	200
1	Spitfire, Commander Spratt	5	432	50	140
1	Triton, Lieutenant Commander	8	660	65	260
1	H. Lloyd	1 1		-	200
1	Antelope, Lieutenant Com- mander Young	8	649	65	264
1	Caradoc, Lieutenant Comman-		100000	-	
I	der Derriman	2	650	65	350
1	Banshee, Lieutenant Comman-				

the large ships in the former l in the fifty-five or fifty-six as compose the latter force, only	ail v	which w	will t	ntually sail-
ing ships.				Horse-
Duke of Wellington, Captain of the fleet Michael Sey- mour, Flag Captain G. T.	ms.	Tons.	Crew.	power.
moor, Fing Captain C. I. Gordon, bearing Vice-Ad- miral Sir Charles Napier, K. C. B., G. C. T. S., K. M. T., K. S. G., K. R. E 1 Boyal George, Captain Cod-				
T., K. S. G., K. R. E 1 Royal George, Captain Codrington, C. B	31	8,700	1,100	180
St. Jean D'Acre, Captain the	121	2,616	900	600
Neptune, Captain Hutton, flag of the Rear-Admiral of		0,100		
the White, E. L. Corry St. George, Captain Eyres, C. B	120	2,705	970	-
C. B Rrincess Royal, Captain Lord	120	2,719	970	-
Rrincess Royal, Captain Lord Clarence Paget	91	3,129	850	400
Elliot	91	3,083	820 820	500
Nile, Commodore H. B. Martin, C. B. Caear, Captain Robb. Algiers, Captain Talbot Hannibal, Captain the Hon. F. W. Grey, C. B. Prince Regent, Captain H. Smith, C. B. Monarch, Captain Erskine. Majeetic, Captain Jaa. Hope, C. B. Dressy, Captain R. L. Warren	91 91 91	2,598 2,761 3,165	850 820	400 450
F. W. Grey, C. B	91	2,765	820	450
Smith, C. B	90 84	2,613 2,286	820 750	=
C. B. Cressy, Captain R. L. Warren	81 81 70	2,589 2,537 2,186	750 750 625	400
Boscawen, Captain Glanville	70	2,213 1,750 1,761	650	450
Ajax, Captain Warden	60	1,761	660 500	450
Majestic, Captain Jas. Hope, C. B. Cressy, Captain R. L. Warren Lumberland, Captain Glanville Boscawen, Captain Glanville Hogue, Captain W. Ramsey. Ajax, Captain Warden. Blenheim, Captain the Hon. F. T. Pelham. Edinburg, Captain Hewlett, flag of Rear-Admiral Chasts, C. B. Imperjeuse, Captain Watson.	60	1,747	600	450
C. B. Imperieuse, Captain Watson, C. B.	58	1,772	660	450
C. B Euryalus, Captain S. Ramsey	51 51	2,347 2,271	530 530	300 400
Arrogant, Captain Yelverton Amphion, Captain A. C. Key	47 34 83	1,872 1,474 1,490	450 320 300	360
Dauntless, Captain Ryder Tribune, Captain the Hon. S.				580
Imperieuse, Captain Watson, C. B. Euryalus, Captain S. Ramsey Arrogant, Captain Yelverton Amphion, Captain A. C. Key Dauntless, Captain Ryder. Tribune, Captain Ryder. Tribune, Captain He Hon, S. T. Carnegle Eurydice, Captain Ommanney Loopard, Captain Giffard, flag of Rear-Admiral of the Blue T. H. Plumridge. Odin, Captain F. Scott. Valorous, Captain C. H. M. Buckle.	30 28	1,570	300 230	900
of Rear-Admiral of the Blue T. H. Plumridge	18 16	1,412 1,310	280	560 500
Valorous, Captain C. H. M.	16	Tak inter-	220	400
Penelope, Captain Cafilin	16	1,255 1,616 1,258 1,039	300 260	650
Miranda, Capt. E. M. Lyons. Cruiser.Commander the Hon.	14	1,039	170	200
G. Douglas	14	750 975	160 170	200 400
Conflict, Capt. D'Eyncourt,	8	1.100	175 175	400
Dragon, Captain Wilcox Bulldog, Capt. W. K. Hall	6	1,013 1,270 1,123	200 160	400 500 500 470
Vulture, Captain Glasse Basilisk, Commander the	6	1,190	200	470
Odin, Captain F. Scott Valoreus, Captain C. H. M. Buckle	6	980	160	400
Gorgon, Commd'r Cumming,	6	1,056	166 160	280 320
Gladiator Captain Broke	6	1,059 1,190	150 200	286
lanue Lieutenant Kana	5	800 760 405	200 160 75	430 920 220 100
Alban, Commander Otter Lightning, Captain Sullivan (for surveying service)	4		60	
(for surveying service)	3	296	50	100

Lightning, Captain Sullivan
(for surveying service)... 3 296 50 100
Others are also preparing, among them a number of
small vessels, as gun and tow boats, such as Harpy, Jasper, Pigmy, &c. We cannot give a better insight into
the difference in character of our present ships of the
fleet over those employed in the last war, than by the
following comparison of their build, tonnage, armament,
and weight of metal, instancing first-rates as the example:—

Europe is just now, and in consequence of the dangers of war which threaten on various sides, approached this House with the requestie grant them a credit, of which they stand in need, to enable them, when occasion requires, to set the whole military power of the kingdom in activity. When I brought forward this demand, three weeks back, proof might possibly have been asked for the existence of such dangers; to day, when every sewapaper brings evidence of the warlike commotion in which the most powerful States of Europe are engaged, no further proof is necessary, and the simple question lies before you—will you, gentlemen, in the midst of these dangers, grant the government the means of meeting them with energy, or will you refuse them? You are competent to both decisions. To your committee I have given information as to the progress of political events, and the attitude intherto observed by Prussla towards them, with all possible circumstantiality and cander. I did so with the full conviction that it might be done without injury to the country, and because I would not withhold from you, gentlemen, anything that might have an influence on your vote, and because I would not withhold from you, gentlemen, anything that might have an influence on your vote, and because it was a very welcome opportunity for me to obtate erroneous representations and statements which were harrassing the country, and to place the policy of Prussia in the right light, as an independent policy, directed from the very commencement towards a peaceful settlement of the conditct. I will not repeat what you have already before you, printed in the report of the committee, but one fact I will now add, which I could not communicate to the condition of the protocol has been agreed to between the representatives of the Pour with they received order two days back to sign the same. The government desires, from the very outset of this important debate, to leave no doubt in what way it will understand the meaning of your vote. The government will look

Hirme wot Vinces spoke as follows:—
The question has its pleasant side, for a grave political question is discussed with this Chamber, whose right to contested. His true that there are poremptory reasons for this. (Hinrity.) In recurring to the Menachikof mission, the orator proved that the religious question in Turkey was only the protect, as it was formerly in Poland, where Catherine II. supported the dissention in Order size of the Provention of the World that the position is identical. It has been said that the character of the Emperor of Rusia ought to inspire us with confidence. Gentlemen, I have the greatest esteem for that acted with profidy. He has always said what he wished has acted with profidy. He has always said what he wished has acted with profidy. He has only been actuated by the consideration of the greatests and the power of his country. He has acted with the sidinguished himself sungh his person, the consideration of the greatests and the power of his country. He has faithful himself in Contact to the consideration of the greatests and the power of his country. He has Trussian point of iew. [Loud applaues.] If Russis holds the keys of her house, if she has taken possession of the Sound and the Bophorus, the is not to depose the country of the contact of the contact of the country of th

justly said, would be a matter of great regret, of the recall of the Chevalier Bunsen—I have heard the same report, and the Chevalier Bunsen has heard the report also, but as yet he has no knowledge of the fact, and the only official intimation he has received on the subject is, that it is likely another special mission may be sent over here of a somewhat similar nature to that sent some weeks ago, and which probably will be attended with the same result. I am not able to give my noble friend the information he requires with respect to the treaty or new convention signed between Prussis and Austria, because that treaty has not been communicated to Her Majesty's government. All I have learnt with respect to it is, that it proceeded from Austria to Prussis, and that it was carried by General Hess, but I do not yet know whether it has been ratified or agreed to. In its official form it has not been communicated to her Majesty's government, and therefore I cannot afford the noble lord any information on the subject. With regard to the fleets in the Black Sea, the last information received was, that the whole of the cembined fleets were, at Kavarna, even before the news was received of the Bassage of the Danube by the Russian sruy. As it was expected that the passage of the Danube might be attempted, the fleets moved to Kavarna, and we have received information to day that the news of the passage of the Banube had reached the admirals, and that they have detached steamers in the direction of Kostendje to communicate with the Turkish military authorities. (Hear, hear.) I may add that we have no information of any Austrian troops having entered Servia. Some time since, however, a communication was received from the Austrian government that the Austrian corps d'armée on the frontier would enter Servia if the Russians crossed into Servia, or if there was a Servian insurrection, but that the intervention would be solely to maintain the status quo, and to uphold the authority of the Sultan.

Trade with Russia.

To the Editor of the Saltan.

To the Editor of the London times.

Sir—I take the liberty of forwarding you the enclosed communication, received from Lord Clarendon, in answer to the following questions submitted to his lordship respecting the overland trade with Russia:

When war is declared between this country and Russia, will the purchase of Russian produce become illegal and liable to seizure in its overland transit wia Prussia?

Further—Will it be lawful for English merchants to purchase Russian produce from a subject of a neutral State, and would such purchases be liable to seizure and confiscation in their transit from such neutral State to this country?

Is it, or is it not, an evasion of the blockade to receive goods overland via Prussia?

Trusting you will consider his lordship's reply to these questions of sufficient importance for insertion in your valuable journal, I am, sir, your obedient servant,

HENRY WESTON ELDER.

FOREGE OFFICE, April 12, 1854.

questions of sufficient importance for insertion in your valuable journal, I am, sir, your obedient servant, HENRY WESTON ELDER.

FOREIGN OFFICE, April 12, 1854.

SIR—I am directed by the Earl of Clarendon to acknowledge the receipt of your letter of the 11th ult., in which, on behalf of yourself and other parties interested in the Russian trade, you request information on certain points connected with the overland trade with Russia.

I am to state to you, in reply, that Russian produce brought overland into Prussia, and shipped at a Prussian port for this country, would be liable to seizure, unless it should be bone fide neutral property, and that, although a British subject cannot trade with an enemy through a neutral, or make a neutral his agent for the purpose of such trade, it will be lawful for an English merchant to purchase Russian produce from a neutral subject resident or trading in a neutral State, and the goods so purchased would be safe in their transit from such neutral State to this country, provided the goods were bone fide the property of the neutral gt the time of the purchase.

It will be equally illegal for a British subject to trade with the enemy, whether he sends or receives the goods by sea or overland, and whether a blockade of the ensmy's ports does or dees not exist.

I am, sir, your most obedient, humble servant,

FINANCIAL AND COMMERCIAL

MONEY MARKET.

THURSDAY, April 27—6 P. M.
There was a pretty active stock market to-day. At the first board some of the fancies advanced a fraction, while others fell off. The market is very sensitive, and hardly holds one way more than twenty-four hours. A trifle inflates it and a trifle depresses it. An advance is immediately checked by a great rush to sell, and a decline is arrested by a general withdrawal of stocks. The bulls depend entirely upon good news to put prices up, and the bears on bad news to put prices down. There are no cor-nering combinations going on on one side, or parties hea-vily short on the other. It is more a game of endurance among speculators now, and at present it is pretty even balanced. At the first board to-day, Delaware and Hu son advanced 1/4 per cent.; New Haven Railroad, Pennsylvania Coal, 1/4; Cleveland and Toledo, 1/4. N York Central Bonds declined 1/4 per cent; Reading Re road, %. Railroad bonds have lately been more acti

at the close yesterday. After the adjournment of the board the following sale of stocks and bonds were made at auction by A. H Nicolay & Co. :— \$5,000 Lyons (lows) Central Railroad First Mortgage 43, 10,000 do. do. do. do. do. 50, 500 do. do. do. 50, 500 do. do. do. 52, 500 do. do. do. do. 52, 500 Rose River Valley Union Railroad do. 28, 500 do. do. do. do. 70, 500 do. do. 70, 500 Sacramento Ten per Cent. 75, 500 Sannel Coal Company of Virginia 50, 50 8 shares Buffalo, Corning and New York Railroad 25 do. Lyons (lows) Central Railroad 50, 505 Gast River Bank 53,
of stocks and bonds were made at auction by A. H Nicolay & Co. :— \$5,000 Lyons (Iowa) Central Railroad First Mortgage 45), 10,000 do. do. do. do. 60 \$5,000 do. do. do. do. 50 \$4,000 do. do. do. do. 50 \$4,000 do. do. do. do. 29 \$4,000 Rock River Valley Union Railroad do. 28 \$4,000 do. do. do. do. 76 \$3,000 do. do. do. do. 76 \$3,000 do. do. do. do. 76 \$3,000 do. do. do. 50 \$1,000 Sacramento Ten per Cent. 75 \$2,500 Cannel Coal Company of Virginia. 50 \$8 shares Buffalo, Corning and New York Railroad 25 25 do. Lyons (Iowa) Central Railroad. 50 25 do. East River Bank. 843
Nicolay & Co. :
\$5,000 Lyons (Iowa) Central Railroad First Mortgage 45 10,000 do. do. do. do. 60 . 50 . 50 . 60 . do. do 60 . 40 . 60 . 40 . 60 . 60 . 60 . 6
10, 00 do. do. do. do. 50 50, 600 do. do. 500 5, 600 do. do. do. do. 50 3, 600 do. do. do. do. do. 52 3, 600 do. do. do. do. do. 29 4, 600 Rock River Valley Union Railroad do. 28 2, 600 Mansfield and Sanduaky City do. 76 3, 600 do. do. 75 5, 600 Ghicago and Mississippi Second Mortgage. 60 1, 600 Sacramento Ten per Cent. 75 2, 500 Cannel Coal Company of Virginia. 50 8 shares Buffalo, Corning and New York Railroad 25 do. Lyons (lows) Central Railroad. 50 25 do. East River Bank. 883
10, 00 do. do. do. do. 50 5, 00 do. do. do. do. 50 5, 00 do. do. do. do. 50 3, 00 do. do. do. do. 20 3, 00 do. do. do. do. 22 4, 000 Rock River Valley Union Railroad do. 28 2,000 Mansfield and Sanduaky City do. 76 3, 000 do. do. do. 75 3, 000 Sacramento Ten per Cent. 75 2,500 Cannel Coal Company of Virginia 56 8 shares Buffalo, Corning and New York Railroad 25 25 do. Lyons (lowa) Central Railroad. 50 25 do. East River Bank. 883
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3,000 do. do. do. do. do. 75, 2,000 Ghicago and Mississippi Second Mortgage. 60 ,1,000 Sacramento Ten per Cent. 75, 2,500 Cannel Coal Company of Virginia. 50 8 shares Buffalo, Corning and New York Railroad 25 do. Lyons (Iowa) Central Railroad. 50 45 do. East River Bank. 843, 843, 843
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2,500 Cannel Coal Company of Virginia. 50 8 shares Buffalo, Corning and New York Railroad 25 25 do. Lyons (Iowa) Central Railroad. 50 25 do. East River Bank. 843
8 sharce Buffalo, Corning and New York Railroad 25 25 do. Lyons (Iowa) Central Railroad
25 do. Lyons (Iowa) Central Railroad 50 25 do. East River Bank
25 do. Fast River Bank 863
45 do. Island City Bank 85
75 do. do. do
40 do. Farmers' & Citizens' Bank of Long Island —
101 do. do. do. do 71%
25 do, Atlantic Bank 855
5 do. St. Nicholas Bank \$83
10 do. Mechanics' Bank of Williamsburg 825
74 do. Fulton Fire Insurance Company 80
20 do. Excelsior Fire Insurance Company 90
40 do. St. Nicholas Fire Insurance Company 75
20 do. Gas Regulator Company 80

The activity at the Mining Board continues, without material change in prices. Lindsay droops under a rumor that more new stock is to be issued, but we fancy it will not prove correct. A fresh issue of stock would kill the concern entirely, while there are many other ways of raising the small amount of money now required to make the mine pay. The new board of directors can

ardly resert to so fa				
lined %, with large sal	ice. Th	e bids at the	board v	-: 9101
Bid. A	sked.		Bid.	Asked.
umberland 27%	-	Washington .		136
arker Vein 6%		Manitou		×
aledonia 4		Connectiout.		534
ehigh 2%		Mineral		65
liddletown —		Rockland		1136
utchess Silver		Lindsay		70
otomac, old 2%	8	Algomah	. 8%	
Do. new	1% I	Phenix		_
arroll	2% 1	Rutherford		1
Carolina 2%		McCulloch		6
iwasse 5%	-/- (Conrad Hill.		70c.
orthwest	20 (Gold Hill	31	3%
ative		Gardiner		
indsor		Bridgewater	Di -/-	2%
lint Steel —		Wyckoff		314
ulton	12	Wyczon	070	-74
uton —	176			

The receipts at the office of the Assistant Treasurer of this port to day—April 27—were, received, \$147,828 74; paid, \$50,597 62—balance, \$8,809,179 52.

The Second Avenue Railroad Company have declared a

dividend of four per cent for the first four months; the Chatham Bank four per cent, semi-annual.

The City Comptroller is advertising for temperary loans, in sums not less than one thousand dollars, for which revenue bonds of the city will be issued, payable in six,

nine and twelve months.

The value of the exports from Boston during the week ending on Saturday last, was \$127,105 56—of American goods, &c., \$87,029 27, and of foreign \$40,076 29. The bulk of the exports was to the West Indies, Cuba and the

provinces.

The warrants entered on the books of the Treasury Department, Washington, on the 25th inst., were:-

talls, and, having reported faverably to a change, a paper is now in circulation for signatures among the banks to adopt the clearing house system. The plan meets the very general approval, and we doubt not will be adopted. Its advantages are numerous, embracing a great saving of time, and a prevention of undue expansion of loan or circulation, by obliging a faily actilement whatever may be the desire of the debtor banks.

The London Times of the 11th Inst. says:—

The advices from Russia continue to exhibit a total absence of reaction from the rapid deterioration of the government paper currency. At St. Peteraburg strong evidence is given of the view entertained by the commercial classes as to the value of the statements attempted for trees equal to 519,000,000 or 220,000,000 sterling, by the fact that the bank notes for which this gold is represented to be the security have failen to a discount of 12 per cent. The last quotation of exchange on London was 33 kd., and there is every indication that the Casar can hope for no financial resources to enable him to maintain large armies out of his own territory for any lengthered period. Meanwhile, mercantile disasters of considerable importance are taking place. Illa Stephanoff, a cotton dealer at St. Petersburg, has just failed for about £70,000, together with M. Jensen, also a broker, at Riga, for about £40,000, while at Moscow the three firms of S. Alexyeg. T. Mathias and C. Kyber, the amount of whose liabilities is not yet known, have likewise suspended. At Riga the weather was mild, and the ice was expected to break up about the 7th of this month. Several vessels had arrived, and some of them would be likely to take away cargoes. At Revel, also, it was expected some exports would yet be made. Furchases of tallow, hemp, &c. were in progress at St. Petersburg, to be sent to Prussia and shipped via Memel.

It appears from a Parliamentary return just issued, that the capital and loan authorized for the construction of railways in the United Kingdom of Great Britai

amount authorized by acts passed in 1852 was £4,333,334, and by increase in several returns, £1,792,387; total, £367,564,009. From this sum is deducted £10,944,213, being the amount of reductions made in the above by acts passed in 1852, and by warrants for the abandomment of lines, &c., leaving the total at the end of December, 1852, at £355,610,465, showing a decrease in the amount authorised of £4,817,992, as compared with the amount sanctioned up to the end of December, 1851, and the end of December, 1851, £247,706,687, showing that the sum of £10,598,963 was raised for railway purposes during the year 1852. At the end of 1852 the various railway companies retained power to raise £92,026,978, which, added to the amount then raised, made the total £356,790,668, being £180,202 in excess of their Parliamentary to the amount then raised, made the total £356,790,658, being £180,202 in excess of their Parliamentary powers. The total length of railways open for traffic at the end of 1852 was 7,336 miles, of which 1,428 were single time. The length of line in course of construction was 735½ miles, leaving 3,806 miles authorised, but not commenced, on the 31st December, 1852, making the total length authorized to that sate, 11,878 miles. The length of line and branches belonging to the various railways for which the powers of the compulsory nurshase of land had been alpowers of the compulsory purchase of land had been al-lowed to expire without the exercise of such powers, at lowed to expire without the exercise of such powers, at the end of 1852, was 2,248% miles, out of 3,147 miles. The amount of capital authorised by Parliament to be raised for the construction of the 2,248% miles was £42,289,325. It appears that 972 miles of new railway were, in the session of 1853, authorized to be constructed, and 169 miles sanctioned in former sessions to be abandoned, leaving the increase in the authorized miles. The amount of capital authorized to be railed on the rail 1853, we £11. age, previously to 1893, 803 miles. The amount of capital authorized to be raised on shares in 1853, was £11,—358,740, and by loan £4,158,862; but from these sums are deducted £384,300 of share capital, and £2,375,408 of loan, being the reduction, in capital and loan, authorized in former sections by acts passed in 1853. The increase of capital and loan over the amount authorized previous. ly to 1853 was, in the session of 1853, £11,010,540 on shares, and £1,783,455 on loans; together, £12,793,895.

The annexed statement exhibits the quantity and value of certain articles exported from this port during the week ending and including Saturday, April 22, 1854, distinguishing the destination and extent of shipments to

108	each place :-					
ıly	COMMERCE OF THE I		EW YORK-WERKLY	EXPOR		
ıd-			DOM.			
000000	Quant.	Value.	Quant	Val		
16;	Pork, bbls 697 ?	\$12,750	Bacon 270,600	\$25,6		
ew	Do. tes 725		Tallow 50,007	6,0		
11-	Flour1,641	13,041	Tobacco, tcs. 89	10,0		
ve	Rosin1,318	8,508	Beef 200	5,6		
DESIN	Frins, bales. 55	9,343	Rice 194	5,6		
ed.	Palm leaf 61	861	Essen'l oil, cs. 12	8,0		
nt	Oars, &c 3,170	2,441	Hops, bales. 50	2,5		
	Oficake, pkgs 500	4,314	W. oil, gals.16,836	9,6		
-	Do. bbls700		Wax, lbs6,991	2,0		
les	Rum, casks. 250	5,08	m.4.*	105		
H.	Lard, lbs48,244	4,636	Total	. 105,6		
	STATE OF STREET		LPOOL.	a second		
	Cotton, bales2,007	\$96,326	Sp. oil, galls.4,888	\$6,9		
36	Corn, bush .55,014	41,852	Books, cases 4	4		
36	Rosin, bbls 8,860	7,959	Clocks 52	1,0		
4	Flour 2,629	19,754	Oileloth 40	4,8		
	Bacon, Ibs. 108,000	8,071	Leather 11	1,4		
	lard168,000	16,500	Segars 1	2000		
12	Tallow 64,000	6,851	Logwood, tons.110	2,		
K K	Cheese 7,234	661	Y. metal, bars 72	1.0		
1	Beef, tierces 100	2,000	Machinery, cs. 1	E SHIP I		
×	Linens, cases. 1	104				
	Total	********		\$219,3		
1000	BRINEN.					
	obacco, cs154 }	\$14,790	I. R. goods 420	\$28,5		
34	Do. tee 333 }		Stereo. plates 1	43770		
	Do. mf. lbs8,046	9,157	Ex. logwood 200	1,5		
	Beef, bbls 100	750	Furniture 1			
	Pork 100	1,162	Books 2	11.50		
34	Iron, pkgs 150	470	Skims, bales 14	6,0		
XXXX	Ashes 100	8,114	Whaleb'e, 1520, 768	15		
116	Sponge, balos. 4	263	Lard, lbs11,482			
14	Cedar, logs 208	2,514	Logwood, tons. 54	1,0		
100	Machinery, ca. 4	250	Sugar, bhds 250	11,		

Segars...... Flour, bbls... 170 \$1,339
Pork...... 60 870
Beef...... 10 130
Pickled fish... 135 915 Domestics, pks 2 Hams, lbs... 488 Lard..... 916 86,629 Beaf, bbls... 4
Pork... 4
Flour... 10
Tar... 60
Rice... 15
Ship bread... 25
Do. bags. 75
Faney goods.c 4 871 350 88 660 105 180 240 86 180 812 500 102 6,074 19,892 \$156 206 8,182 2,066 972 256 60 62 88 1,348 566 206 256 432

Jill, bbls 6 215 G.powder,kegs 200 Byrup, cases 30 70 \$17,288

Mf. to. lbs.55,067 9 113

| CURA. | CURA. | Shooks | 8,180 | 4,181 | Lard, lbs. 16,671 | Hoops. 79,000 | 2,430 | Butter | 618 | Lumber, ft.206,000 | 4,112 | Hams | 1,034 | Lumber, ft.206,000 | 4,112 | Hams | 1,034 | Lumber, ft.206,000 | 4,112 | Hams | 1,034 | Lumber, ft.206,000 | 4,112 | Hams | 1,034 | Lard, lbs. 1,030 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,0 985,256

| Plour, bbls. 300 | 82,538 Hay, bales. 10 | Hats, cases. 20 | 800 Fes, boxes. 10 | Rope, colls. 5 | 50 Candles, bis. 20 | L. R. goods, cs. 2 | 204 Sundries. 1 | Lumber, fs.13,000 | 325

| REMORPHULATION | COMMISS

Total. ... \$2,107,807
This is rather a sorry show, and but for the bulk of our experts going forward from other ports the prospect